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OGDEN CITY, UTAH, TUESDAY EVENING, APRIL 30, 1912

WEATHER FORECAST

THE INDICATIONS ARE THAT THE
WEATHER WILL BE GENERAL-
LY CLOUDY, WITH SHOWERS
TONIGHT OR WEDNESDAY;
FROST TONIGHT.

TRUST NOW IN COURT

Suit Brought to Dissolve International Harvest- er Company

St. Paul, April 30.—Suit against the International Harvester company, charging it with being a monopoly, restraint of trade, and asking that it be dissolved, was filed by the government in the United States district court here today.

A petition in equity naming seven corporations and individuals as being the responsible heads of the \$140,000,000 harvester corporation, sets forth the charge that the defendant controls a majority of the trade in harvesting machinery in the United States to the "grave injury of the farmer and the general public."

It asks that a receiver be appointed to take charge of the corporation's business, if the court sees fit.

Another petition asks the issuance of subpoenas for all defendants not residing in this district, to appear in court to be returned May 6, when the suit comes for trial.

The filing of the suit comes as a climax of five years of investigation by the government. Lately the case has figured prominently in political discussion between President Taft and Colonel Roosevelt.

Mr. Roosevelt, while president in 1907, gave to his attorney general, Charles J. Bonaparte, concerning the prosecution of the concern. That feature of the case was before the senate recently.

In brief, the government charges the harvester company with being a combination in restraint of trade, monopolizing or attempting to monopolize, the manufacture and sale of harvesting machinery. It is alleged that the company has advanced the prices of these articles "to the grave injury of the farmer and the general public."

The means of accomplishing this, was through contracts making these dealers exclusive sales agents of the defendants and binding them under penalties "not to sell or be interested in the sale of any other make of harvester, corn binder, husker, shredder, rake, mower, stacker, sweeper, hayrake, or haytedder not manufactured by the defendant International Harvester company."

The petition asks that the company be decreed an unlawful organization in restraint of trade.

Further, that all rule agricultural implements are sold direct by the manufacturers to the retail dealer, eliminating the usual wholesaler or jobber, the petition accuses the harvester company of endeavoring to acquire control of these retail merchants.

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Controlled Retail Dealers.

During the suit, the government charges that the company exercised a like control over a great majority of the retail implement dealers in the country by means of agency contracts which may be annulled by the International Harvester Company of America when it considers its interests neglected or jeopardized.

The petition alleges that the International Harvester company in January, 1903, acquired control of D. M. Osborne & Co., its principal competitor in harvesting machinery and implements, and that it has since then concealed and denied its association with that company.

Disguised Ownership.

"This," it is added, "was in pursuance of defendant's policy, by disguising ownership, to use controlled companies to break down competition and secure for themselves the benefit of public sentiment against combinations."

The harvester companies receive materials—iron, steel and lumber—through the Wisconsin Steel company and the Wisconsin Lumber company, subsidiaries, which the petition declares are "used as means and instrumentalities to eliminate competition."

Get Undue Rate Preferences.

It is alleged that the defendants have used the Illinois Northern railway and the Chicago, West Pullman & Southern railway companies, which they control, to obtain undue preferences from railroads connecting with them.

To illustrate the expansion of the harvester company into all lines of agricultural implements, the petition says that in the beginning the company manufactured only harvesters or binders, mowers, rakes, and shovels; today it has spread to include tillage and seeding implements, threshing machinery, wagons, manure spreaders, gasoline engines, cream separators, auto buggies, automobiles, tractors, cultivators, drills, seeders, hay loaders, hay presses, etc.

McCormick Makes Statement.

Chicago, April 30.—In regard to the suit filed today at St. Paul by the government against the International Harvester company, Cyrus H. McCormick, president of the harvester company, said:

"The International Harvester company case differs radically in its facts from all the so-called trust cases heretofore decided under the Sherman law. The International Harvester company was organized in 1902 for the purpose of securing economy in the manufacture and sale of harvesting machinery and of increasing the foreign trade. It has no water in its capitalization and it has earned only a reasonable return on its capital, less than 7 per cent per annum on the average."

Saving to American Farmers.

"The prices of its machines are now substantially the same as in 1902, notwithstanding an increase of 15 per cent in raw material prices and 20 per cent in wages. The company has caused a large saving to American farmers in the cost of agricultural implements. It has increased the foreign trade in agricultural implements fourfold in nine years; its

The prosecution of the case will be

continued on page seven.

SUPPORTED BY BOSSES

Men Like Lorimer Are Taft's Best Friends, Says Teddy

Pittsfield, Mass., April 30.—"If you vote for Mr. Taft you vote for these men," said Colonel Roosevelt here last night, after referring to Senators Lorimer, Penrose, Gallagher and Guggenheim.

He said that the president had practically nothing in his campaign back of him, outside of two or three states, except the support he received from those men, "and their like, and from the great sinister special interests which stand behind these bosses."

Colonel Roosevelt devoted a large part of his speech to a reply to the things President Taft had been saying during the day at the other end of the state. At intervals on his journey across the state the colonel received telegraphic reports of the president's speeches, and in the latter part of the day he entered upon a long-distance debate relating to Mr. Taft's statements.

Colonel Roosevelt said the president had asserted that he was stirring up class hatred. This Colonel Roosevelt denied.

"The talk that I am stirring up class hatred is a mere concoction," said. In this same connection he said:

"If Mr. Taft's policy of flabby indecision and helpless acquiescence in the wrongdoing of the crooked boss and the crooked financier is permitted to continue, there will really grow up class hatred in this country. There will grow up a very ugly feeling of discontent with political, social and industrial conditions."

Colonel Roosevelt made it clear that he did not believe the result of his campaign hinged on the outcome of today's primaries.

"Mind you," he said, "I believe we can win this fight without Massachusetts. But I do not want Massachusetts to lag behind. I want it to be in the lead in the fight."

With his address in Pittsfield last night, Colonel Roosevelt wound up his campaign in Massachusetts. He made twenty speeches, going from Boston through towns along the north shore to Lawrence and Lowell, and then across the northern part of the state to the Berkshire hills. He encountered a snowstorm in the hills of northern Massachusetts and a downpour of rain later in the afternoon, but was greeted by large crowds at the principal points.

In speaking here last night, the colonel said:

"Mr. Taft in his speech today has announced that I am trying to stir up class hatred and excite discontent. I ask you to look for yourselves at my speech last Saturday night in Boston, the longest speech I made in Massachusetts, and the speech in which I developed in detail certain of the ideas of my Columbus speech, for which I have been most severely criticized. I ask you to see if you can find anywhere in that speech any appeal to class hatred, except of the class of crooks, political and financial. I ask you to hunt through that speech and see whether you can find any stirring up of discontent in it excepting of discontent with trickery, with political despotism, with cheating, with oppression."

Abhorrence of Lorimer.

"I have preached abhorrence of Mr. Lorimer and all that for which Mr. Lorimer stands, and of the kind of crooked politics and crooked finance which in combination are responsible for the production of Mr. Lorimer. But as regards most, even of the bosses whom I oppose, I have not preached hatred of them. I do not hate them; I merely wish them to retire to private life and quit governing us. If they will stop governing us against our will, the way we don't want to be governed, I very gladly will stop saying anything about them whatever."

"Mr. Taft says that his supporters are not bosses, but patriotic leaders. Is Mr. Lorimer a patriotic leader? Is Mr. Patrick Gallagher of California, the man whom Frank Henry indicted, a patriotic leader? Are Messrs. Guggenheim and Evans of Colorado patriotic leaders? Is Mr. Penrose of Pennsylvania a patriotic leader? Does Mr. Taft mean that Mr. Lorimer, Mr. Gallagher, Mr. Aldrich and Mr. Cannon are patriotic leaders and not bosses? Does Mr. Taft mean that Mr. Cox of Ohio is a patriotic leader?"

"I don't care a rap for the terminology of the matter. I care for the fact. If it is any comfort to Mr. Taft to call Messrs. Lorimer, Cox, Penrose, Guggenheim, Calhoun, Gallagher and the rest patriotic leaders, instead of bosses, let him do so, but I earnestly hope that the plain people will vote against that peculiar type of patriotic leader, and remind you, if these peculiar patriotic leaders were not behind Mr. Taft, Mr. Taft would have no

chance of carrying one state in twenty throughout the Union.

"He has practically nothing in his campaign back of him, outside of two or three states, except the support he gets from Lorimer, Penrose, Cox, Guggenheim, Gallagher and their like, and from the great sinister special interests which stand behind these bosses."

"If you vote for Mr. Taft, you vote for these men and these interests, and you will range Massachusetts in support of them."

Apparently what the president has most minded is my assault upon Mr. Lorimer. Friends, a year and a quarter ago Mr. Taft meant to be against Mr. Lorimer. The trouble with Mr. Taft in this and in so many other matters is that though he meant well, he meant well feebly, and he was easily swayed from his purpose by those who had control over him, who are neither well meaning nor feeble. So far from opposing Lorimer, he ended by keeping absolutely quiet about him, and almost every Taft man in the senate became a supporter of Lorimer."

After his principal address, Colonel Roosevelt spoke to an overflow meeting on the commons.

DEAD SHIP AT HALIFAX

Over 200 Corpses on Board the Mackay- Bennett

Halifax, N. S., April 30.—One hundred and ninety bodies, among them those of Colonel John Jacob Astor and his wife, were brought to Halifax today on the cableship Mackay-Bennett, which had been searching in an area of more than thirty square miles near where the great liner Titanic sank after striking an iceberg.

George B. Widener's body, although previously reported as recovered, was not among those brought to Halifax. The body of a Canadian, Robins of New York for the loss of her husband.

A charge was made to the committee today that the White Star line officials had positive news of the disaster between the hours of 7 and 8 on the morning following the accident, but suppressed the news until twelve hours later. The information was given by E. J. Dunn, a New York business man, who said he in turn got information in New York from the son of a Western Union employee, Dunn refused to give his informant's name, was promptly given over to the

306 Bodies Found.

All told 306 dead were found and 116 were again consigned to the sea.

Halifax, N. S., April 30.—While the city's church bells tolled and British flags fluttered at half mast, the cableship Mackay-Bennett steamed slowly into Halifax harbor this morning bearing the dead picked up from the morning following the accident, but suppressed the news until twelve hours later. The information was given by E. J. Dunn, a New York business man, who said he in turn got information in New York from the son of a Western Union employee, Dunn refused to give his informant's name, was promptly given over to the

As soon as the ship was sighted down the harbor the canvas curtains shielding the coffins and embalmers' tents on the pier were lowered and twenty sailors from the Canadian cruiser Niobe in the yard for repairs, lined up as a guard. A patrol boat was stationed in front of the pier to prevent any craft docking in the vicinity.

The First Mourners.

A woman was the first mourner to arrive at the pier. She was Miss Eliza Lurette, a maid for Mrs. William Augustus Spencer of New York. Mr. and Mrs. Spencer were passengers on the Titanic. Mr. Spencer went down but Mrs. Spencer never recovered. The maid hopes to find her late employer's body, although it had not been reported among those on the Mackay-Bennett.

J. A. Kenyon of Southington, Conn., arrived shortly afterwards, hoping to identify the body of his brother, F. R. Kenyon of Pittsburgh.

Ship's Flag at Halfmast.

Her own flag at halfmast, the death ship docked slowly. Her crew manned the rails with bare heads, and on the aft deck, were stacked the coffins with the deck chairs.

Members of the crew, talking over the side, said that every body picked up had been in a lifeboat and there were no bullet holes in any. Many uncoffined dead lay on the forward deck, covered with tarpaulins. As the undertakers came aboard it was decided to take off these bodies first. Col. John I. Astor's body, it was said, was somewhere in the pile of rough coffins at the stern.

White Star line officials had boarded the ship down the harbor, and they superintended the arrangements for docking.

People Dreaded the Sight.

All told, there were not more than half dozen mourners of their representatives at the pier, for they dreaded the sight and preferred to await the work of identification at the morgue.

The first body removed was that of a seaman. When the tarpaulin was thrown back more than fifty bodies were disclosed. Men with stretchers came on board and the work of removal was begun.

It was announced that the total number of bodies on board was 190 and it had been found necessary to bury no less than 116 at sea.

Astor's Body Identified.

Captain Richard Roberts, seeking Col. Astor's body, after a conference with Commander Lardner of the Mackay-Bennett, said there was no doubt that the identification of Col. Astor's body was correct. In the pockets \$2,500 cash was found.

The body identified as that of George B. Widener of Philadelphia was so mutilated that Captain Lardner could not say positively whether it was that of Mr. Widener or his valet. This body was buried at sea.

It was predicted that the more work of unloading would take all day. As fast as the bodies were put on the pier they were placed in wagons and taken to a curing tank, where they will be prepared for inspection.

Many Returned to the Sea.

Colonel Astor's body was brought off the ship and taken with others to the morgue.

Captain Lardner said the total number of bodies found was 306. Of these

TALKING TITANIC

The Taking of Testi- mony Before Senate Committee

Washington, April 30.—The senate investigation into the wreck of the Titanic entered its final stages today. J. Bruce Ismay, managing director of the International Mercantile Marine, owners of the lost liner, was recalled to the witness stand and put through a last searching examination by Senator Smith.

Mr. Ismay indignantly denied that he or any representative of his company had attempted to reimburse the Titanic between the time she went down and the hour the real news of the disaster became public. He asserted that a wireless message which he directed to Vice President Franklin from the Carpathia on Monday morning, April 15, did not reach that official until Wednesday.

Mr. Ismay said the Titanic was not a speed boat, but was constructed under orders given by him to make her the biggest and best equipped vessel afloat. No cost limit had been set.

To Appear in Damage Suit.

Before reaching the senate hearing this morning Mr. Ismay and four officers of the Titanic were summoned to appear before an admiralty court commissioner late today to give testimony to be used in a contemplated damage suit to be brought against the White Star line by Mrs. Louise Robins of New York for the loss of her husband.

A charge was made to the committee today that the White Star line officials had positive news of the disaster between the hours of 7 and 8 on the morning following the accident, but suppressed the news until twelve hours later. The information was given by E. J. Dunn, a New York business man, who said he in turn got information in New York from the son of a Western Union employee, Dunn refused to give his informant's name, was promptly given over to the

sergeant-at-arms and spent several hours using the long distance telephone to New York in an effort to be absolved from his pledge of secrecy.

Vice President Franklin of the White Star line suggested the committee call on the telegraph company for the message and said he wanted the committee to have every wireless message, cablegram or telegram bearing on the disaster.

"We want this matter sifted to the bottom," said he.

Mysterious Telegram.

E. J. Dunn, an importer of New York, the first witness, said that a day or so ago a friend told of the receipt by the Western Union Telegraph company of a wireless message which was transmitted to "Islefrank" between 7:30 and 8 o'clock Monday morning. The code address is that of P. A. S. Franklin, vice president of the International Mercantile Marine.

The message, the witness said he was informed, told of the Titanic disaster, news of which was not made public by the White Star line until twelve hours later.

"What was your informant's name?" asked Senator Smith.

"I can't tell you," replied Dunn. "I am under pledge not to reveal his name. He promised to come over here to testify, but today I received the following telegram:

"Regret present circumstances do not permit departure. No signature."

Protecting Father's Job.

"Did your informant tell you why you should not give his name?"

"Simply a matter of protecting his father. He said his father was employed by the Western Union and that if this matter came out and it was known that he gave it his father would lose his position."

Mr. Dunn temporarily was excused.

"What about the information in the mysterious message?" Senator Smith was asked.

"Dunn has not disclosed it on the stand, but I know what it was," said the senator. "It showed the White Star people had information about the fate of the Titanic hours before they made it public."

"Did the message refer to an attempt to reimburse the Titanic?"

"I cannot say now," the senator replied.

Want Matter Sifted.

Mr. Franklin suggested that the committee call on the Western Union to produce the message. "We want this matter sifted to the bottom and we want you to have every message, sent or received, that has any bearing on the disaster," said Mr. Franklin.

Charles H. Morgana of Cleveland, a deputy United States marshal, who brought the witness Louis Klein to Washington, who subsequently disappeared, was next called. He said that Klein disappeared from his home several days ago and could not be found.

J. Bruce Ismay, managing director of the International Mercantile Marine, then took the stand. Senator

(Continued on Page Eight.)

TEXAS SINKS

Strikes Mine and Goes Down With Large Loss of Life

Smyrna, April 30.—The steamer Texas, belonging to the Archipelago American Steamship company, struck a mine at the entrance to the Gulf of Smyrna and sank. One hundred and fifty persons on board were drowned.

The Texas was flying the Turkish flag and was engaged in carrying mail from Constantinople to the Levant. It was first sighted by the Texas, an American vessel, the error arising from the fact that she is part of the fleet of a local concern trading under the name of the Archipelago American steamship company.

Ninety Passengers Rescued.

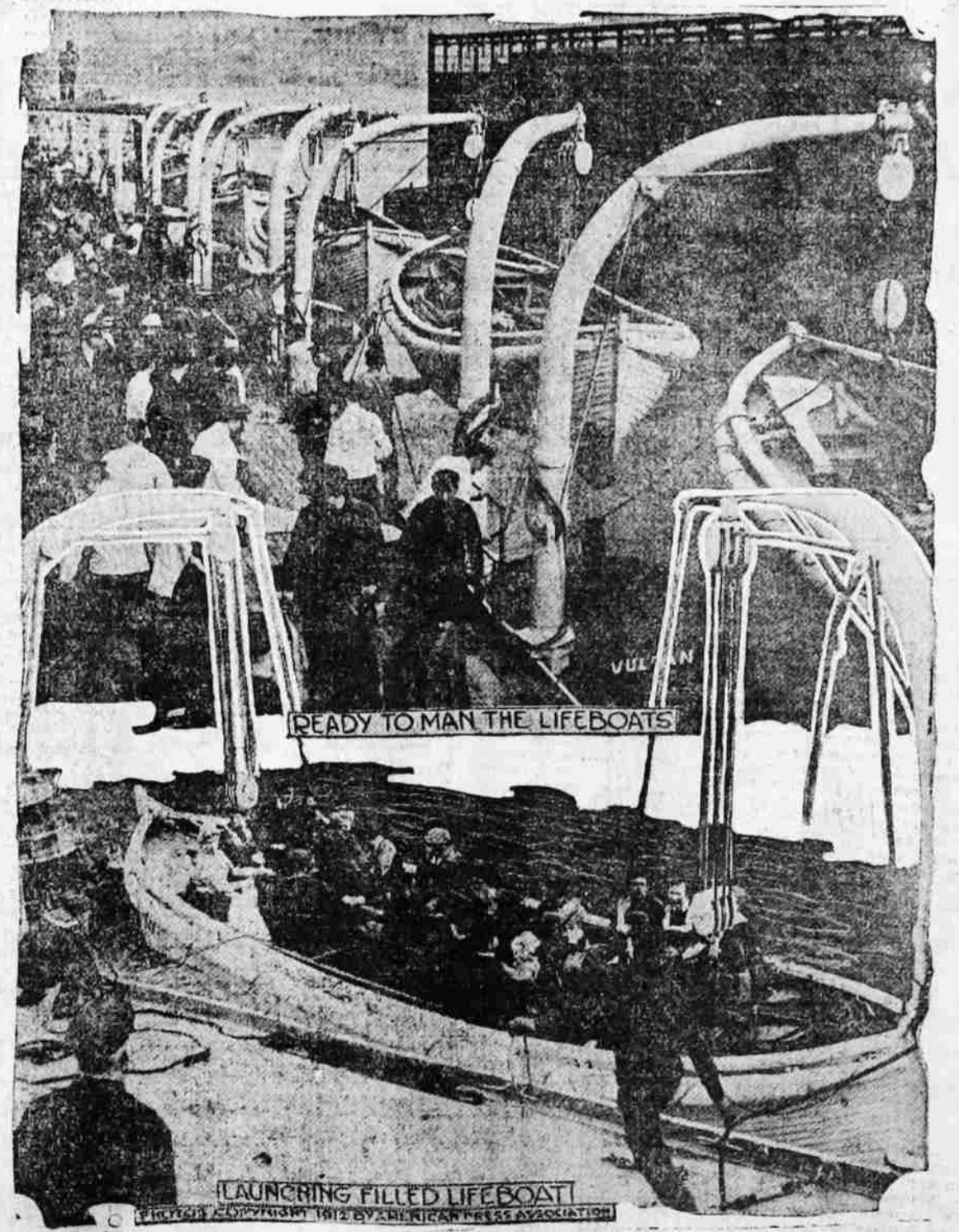
Constantinople, April 30.—Ninety passengers of the 135 on the Texas were rescued, according to reports received here. Several of the rescued were injured. No mention is made of the crew. It is believed that the disaster was due to the Texas deviating from the course indicated by the pilot boat preceding her through the mine field.

The Gulf of Smyrna is one of the finest harbors in the Mediterranean, and Smyrna itself is the principal seaport of Asiatic Turkey. The entrance was extensively mined recently by the Turkish authorities to protect the port against an attack by the Italian fleet. The Texas was a vessel of 261 tons net register, built at Newcastle, Eng., in 1886. She was at first called the Olympia, then rechristened the Marguerite, and finally the Texas.

AGED INVENTOR DEAD.

St. Louis, April 30.—John Samuel, said to be the inventor of the moon jar, is dead. He was 95 years old.

LIFEBOAT DRILLS ON ATLANTIC LINERS IN NEW YORK HARBOR INTEREST SIGHTSEERS AND PROVE INSTRUCTIVE TO MEMBERS OF CREW



New York, April 30.—The Titanic disaster has already done much to make ocean travel safer. Boats leaving New York now are carrying more lifeboats and life rafts than they have been carrying, and boats arriving here

before her career was ended in mid-ocean and it has been proved that members of the crew did not know to which boats they were assigned. The accompanying pictures of a boat drill on the Kaiser Wilhelm II were made as the boat was in her dock here.

The boats can be lowered and that the crew taken in the senate inquiry into the Titanic disaster has shown that there was no lifeboat drill during the brief trip made by the boat